MISSION

AREA REDEVELOPMENT PLAN

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MISSION AREA REDEVELOPMENT PLAN

1. STUDY BOUNDARIES. 3

2. GOALS 4

3. LAND USE. 4

3.1 Residential Land Use 4
3.1.1 Residential Land Use Objectives . 4
3.1.2 Land Use Policies. 6
3.1.3 Land Use Districts. 6
3.1.4 Redevelopment Guidelines. 9

3.2 Commercial Land Use 12
3.2.1 4th Street 14
3.2.2 17th Avenue 15
3.3 Other Land Uses 15

4. OPEN SPACE AND RECREATION FACILITIES . . . .

4.1 Open Space and Recreation Objectives . . 15
4.2 Proposed Open Space System 15
4.3 Pedestrian/Cycle Routes 17
4.4 Implementation 17

5. TRANSPORTATION . . . . . .

5.1 Transportation Policy. 17
5.2 Implementation 19

6. PUBLIC IMPROVEMENTS . . . . . .

6.1 Special Improvements 19
6.2 Implementation 21

LIST OF FIGURES

Figure

1. Study Boundaries 3
2. Land Use Policy 5
3. Land Use Districts 7
4. Floodplain Areas 8
5. 4th Street Study Area 10
6. 17th Avenue Study Area 13
7. Open Space System 16
8. Transportation Policy 18

PREFACE

Area Redevelopment Plans are planning documents for communities within the City and are to be considered in combination with other plans, by-laws, and policy documents. They are intended to supplement the Land Use By-law by providing directions within which the discretion of the approving authority should be exercised in a particular community. Districts under the Land Use By-law apply uniformly throughout the City and this Plan is intended to provide a community orientation to the district uses and rules.

The expected life of the Mission Area Redevelopment Plan is ten to fifteen years. However, an evaluation of the Area Redevelopment Plan should be undertaken to judge the effectiveness of the Plan in meeting its objectives. This evaluation should occur within five years of the Plan's approval.

1.0 STUDY BOUNDARIES

Study boundaries of the Mission Area Redevelopment Plan are shown in Figure 1, and may be summarized as follows:

North: 17th Avenue S.
South: the Elbow River
East: the Elbow River and 1st Street E.
West: 4th Street W.

The Area Redevelopment Plan covers 34 net hectares (83 net acres).

FIGURE 1

STUDY BOUNDARIES

2.0 GOALS

The goals of the Mission Area Redevelopment Plan are:

1. To retain Mission as an area where population growth may be accommodated.

2. To encourage the development of successful commercial strips along 4th Street and 17th Avenue which provide for a range of goods and services.

3. To increase the provision of parking in the community.

4. To increase accessibility and use of parks and recreation facilities.

5. To improve the physical and social environment within the community.

6. To resolve local planning issues identified through the public participation process.

LAND USE

3.1 RESIDENTIAL LAND USE

3.1.1 RESIDENTIAL LAND USE OBJECTIVES

Residential land use policies recommended are based upon the following objectives:

1. To provide for areas of medium to high density apartment redevelopment within the community while controlling the impact of such redevelopment upon neighbouring communities.

2. To ensure that new developments provide adequate on-site user facilities (i.e. parking and landscaping).

3. To encourage high quality building design through redevelopment.

4. To encourage the provision of rental, senior citizens, and non-profit housing within the community.

3.1.2 RESIDENTIAL LAND USE POLICIES

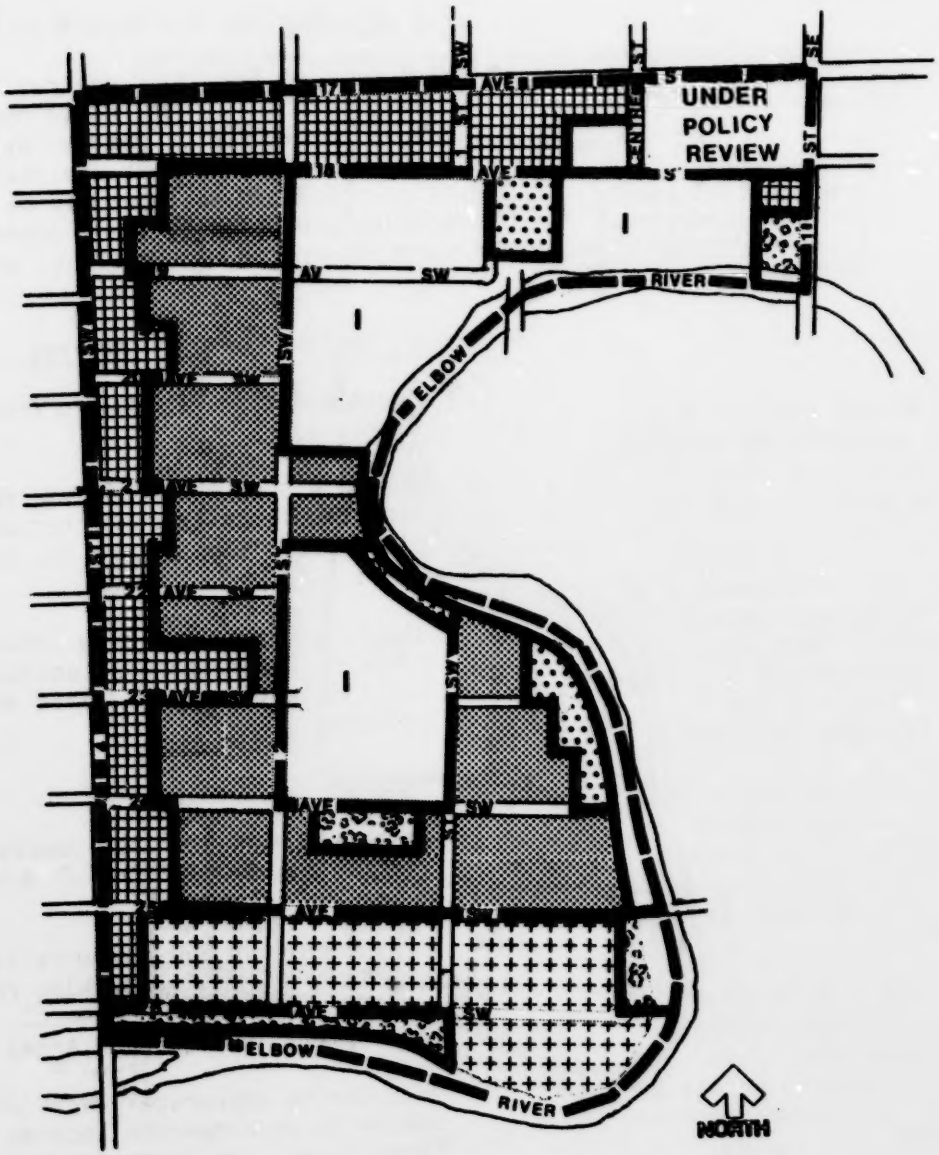
Two general residential land use policies are proposed for Mission (see Figure 2). Each of the policies are described as follows. In addition, criteria for their application are described in the Supporting Information (Section 1.1).

Medium High Density (RM-6)

The intent within medium high density residential areas is to provide for apartment redevelopment which does not exceed 321 units per net hectare (130 units per net acre).

High Density (RM-7)

The intent within high density residential areas is to provide for apartment redevelopment which does not exceed 321 - 395 units per net hectare (130 -160 units per net acre). High density areas should be strictly residential in character.



MISSION FIG 2

TITLE
LAND USE POLICY

LEGEND

- COMMERCIAL
- I INSTITUTIONAL
- HIGH DENSITY RESIDENTIAL
- MEDIUM HIGH DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- PARK/OPEN SPACE

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3.1.3 RESIDENTIAL LAND USE DISTRICTS

The assignment of residential districts may be generally described as follows:

Residential Land Use Policy	Residential Land Use District
Medium High Density	RM-6
High Density	RM-7

Retention of three existing direct control (D.C.) districts is recommended for specific residential parcels within Mission. In each case, the districts are not intended to conflict with the residential land use policy.

- The property located at 221 - 25 Avenue S.W. shall retain its existing Direct Control district (AM#3380/LUCG#939). This district has special guidelines which permit a high-rise apartment building. It was approved by Council on February 11, 1980.

- The property located at 314 - 26 Avenue S.W. shall retain its existing Direct Control district (AM#3266/LUCG#862). This district has special guidelines for a high-rise apartment building. It was approved by Council on August 7, 1979.

- The property located at 314 - 20 Avenue S.W. should retain its existing Direct Control District (AM#81/280, LUCG#82Z82). This district has special guidelines to permit an 8 storey apartment building. It was approved by Council on May 10, 1982.

3.1.4 RESIDENTIAL REDEVELOPMENT GUIDELINES

To reflect the intent of the residential land use policies, the following redevelopment guidelines shall be considered by the Approving Authority in the review of development applications in Mission. These guidelines may be used in attaching conditions of development to discretionary use applications, as provided for in the Land Use By-law #2P80.

General Redevelopment Guidelines

1. Development in Floodplain Areas (see Figure 4)

In order to ensure that building design responds to the particular site characteristics found in floodplain areas (see Figure 4), the Approving Authority:

- should consider building construction and setback requirements as established in Council approved floodplain management policies.

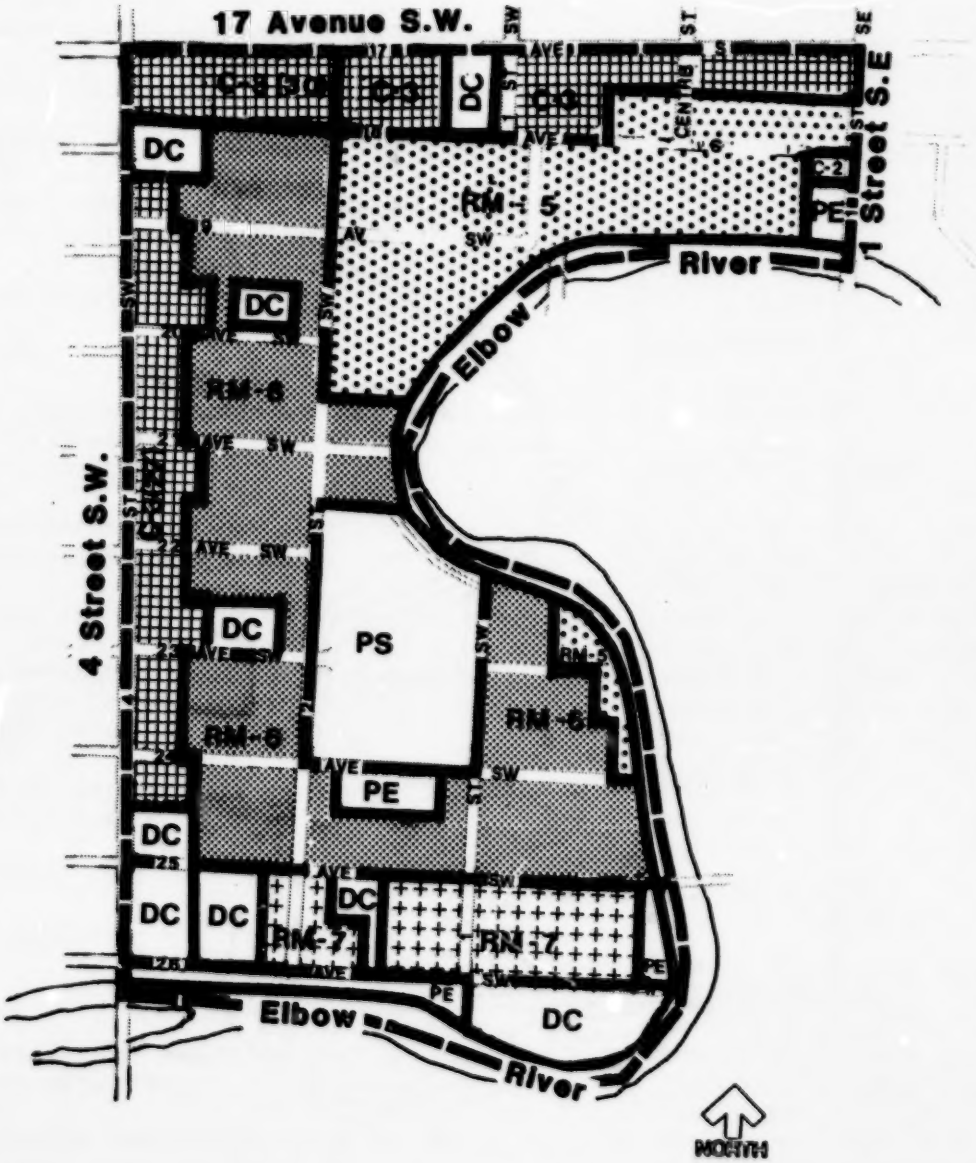
2. Parking

In order to ensure the adequate provision of parking in all residential developments, the Approving Authority:

- should not encourage relaxation of the Land Use By-law parking requirements.

3. Development in Riverbank Areas

In order to encourage sensitivity in building design in developments located near the Elbow River, the Approving Authority:



MISSION FIG 3

TITLE
LAND USE DISTRICTS

LEGEND

- C-3/C-3(30)/C-3(27)
- RM-5
- RM-6
- RM-7
- DC — DIRECT CONTROL
- PS — PUBLIC SERVICE
- PE — PARK/EDUCATION
- C-2 — GENERAL COMMERCIAL

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FIG 4 **MISSION**

TITLE
ELBOW FLOODPLAIN

LEGEND

---------- FLOODWAY

– – —— – FLOODPLAIN

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- o should require that buildings be stepped down toward the river and the greatest portion of density be concentrated away from the river;

- o should require landscape and building design treatments which are complementary to the Elbow River and adjacent residential areas.

Specific Redevelopment Guidelines

RM-6 Districts

In order to encourage greater variety in building design in developments located west of 2nd Street, the Approving Authority:

- o May consider relaxations of the maximum building height to 8 storeys.

RM-7 Districts

In order to limit the impact of high density development upon surrounding areas, the Approving Authority:

- o should not permit first and second floor commercial uses.

3.2 COMMERCIAL LAND USE

3.2.1 4TH STREET

Objectives

Land use policies for 4th Street are based upon the following objectives:

1. To encourage identification of 4th Street as a distinct commercial area.

2. To encourage commercial land uses on the ground floor that complement the pedestrian character of 4th Street.

3. To provide for a low building profile adjacent to 4th Street which respects pedestrian scale and encourages reasonable sunlight penetration to pedestrian areas.

4. To provide a maximum building height which is compatible with the adjacent residential areas.

5. To ensure the provision of adequate parking facilities in all new developments.

Land Use Policy

Land use policy for 4th Street should provide support for the regional pedestrian concept identified in the Inner City Plan. Development which includes the elements of a pedestrian shopping strip (i.e., first floor retail use, low building profile adjacent to the street, and provision of pedestrian amenities) should be encouraged. Maximum development density should not exceed a floor area ratio of 3.0. Maximum building height should not exceed 27 m (90 feet).

Land Use Districts

Fourth Street parcels should be assigned to the C-3(27) District.

Retention of three existing Direct Control (D.C.) districts is recommended for specific parcels on 4th Street. In each case, retention of the districts is not intended to conflict with the policies recommended for 4th Street.

FIG 5 **MISSION**

TITLE
4th STREET

LEGEND

4th STREET STUDY AREA

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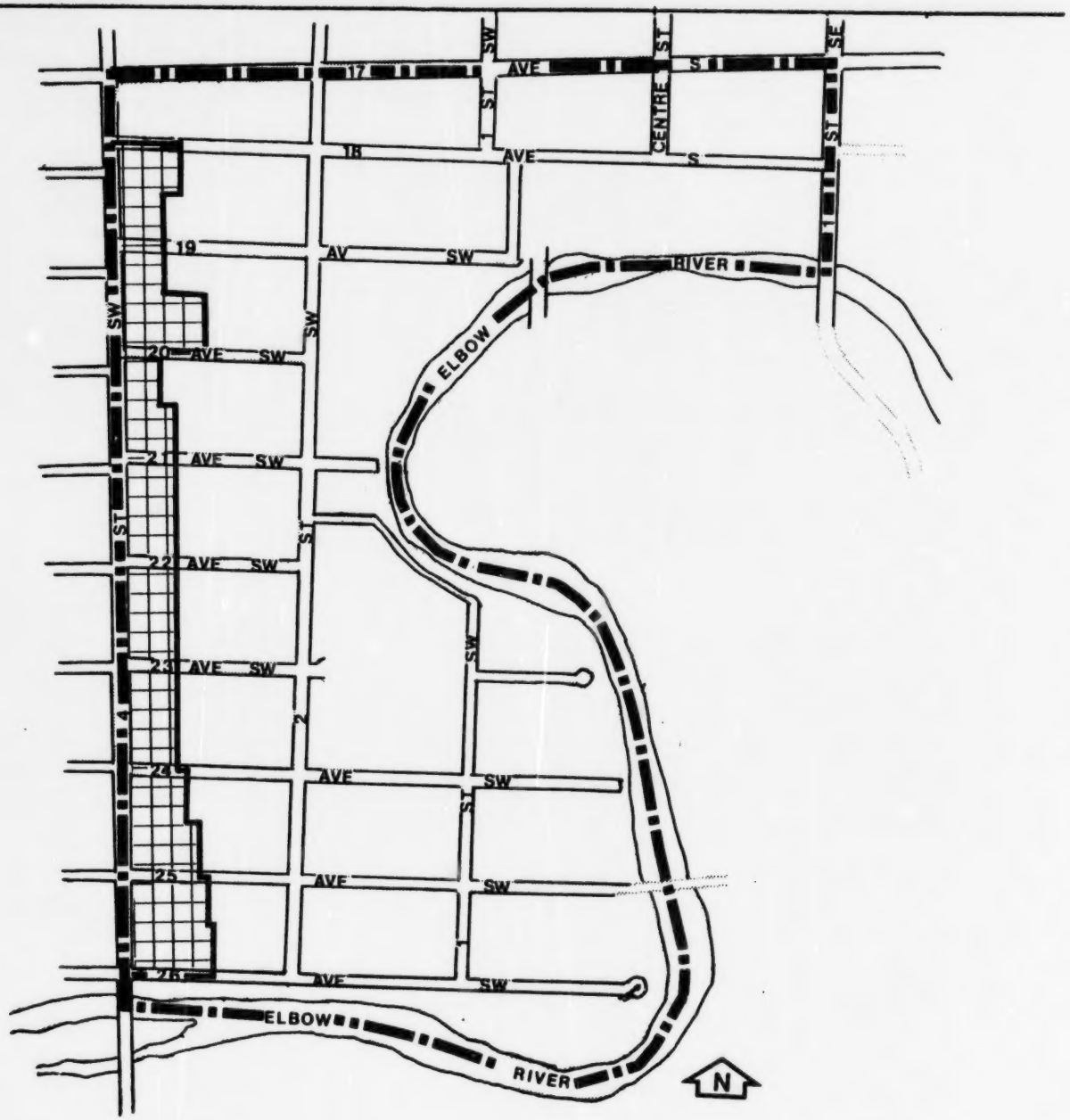


- The property located at 330 - 26 Avenue S.W. shall retain its existing Direct Control District (AM#2715/LUCG#389). This district has special guidelines to permit a comprehensive mixed use development. It was approved by Council on March 8, 1976.

- The property located at 2424 - 4 Street S.W. shall retain its existing Direct Control district (AM#2749/LUCG#513). This district has special guidelines which permit a mixed use development. It was approved by Council on March 14, 1977.

- The property located at 1820 - 4 Street S.W. shall retain its existing Direct Control district (AM#1854/LUCG#7816). The district provides for the development of a medical centre. It was approved by Council on February 9, 1970.

Redevelopment Guidelines

To reflect the intent of the 4th Street commercial policies, the following redevelopment guidelines shall be considered by the Approving Authority in the review of development applications. These guidelines may be used in attaching conditions of development as provided for under the Land Use By-law.

1. Land Use

   In order to support the pedestrian concept for 4th Street, the Approving Authority:

   - should encourage development which is designed to accommodate pedestrian oriented uses on the ground floor. Examples of such uses include retail shops, restaurants, and personal service businesses;

   - should not encourage auto oriented uses which normally involve extensive front yard parking and access. Examples of such uses include auto body and paint shops, automotive sales and rental, automotive services, automotive specialties, drive-in businesses and motels. These uses may be considered appropriate, however, if there is no front yard parking or vehicular access and the form of development contributes to the pedestrian concept for 4th Street;

2. Building Form

   In order to encourage pedestrian scale along 4th Street, as well as a reasonable degree of sunlight penetration to 4th Street pedestrian areas, the Approving Authority:

   - should encourage a maximum height of the wallface fronting onto 4th Street of 12 m (40 feet);

   - should require building design treatment which provides for sunlight penetration to the opposite side of 4th Street between the hours of 10:00 a.m. and 2:00 p.m. (M.S.T.) from March 21st to September 21st.

3. First Floor Building Features

   In order to provide the location of pedestrian oriented uses on the ground floor, the Approving Authority:

- o should encourage design features which increase pedestrian comfort such as arcades and canopies;
- o should encourage direct entry from the public sidewalk to all ground floor shops;
- o should encourage the use of clear glass at the ground level.

4. Landscaping

In order to provide for development which complements the public sidewalk areas, the Approving Authority:

- o should encourage the landscaping of all areas with the By-lawed setback and corner visibility triangles.

5. Parking

In order to provide for development which complements the pedestrian concept for 4th Street and does not detract from the adjacent area, the Approving Authority:

- o should not encourage relaxation of the Land Use By-law parking requirements;
- o should encourage parking access to be from the adjacent avenues;
- o should encourage structured or underground parking;
- o should encourage any surface parking to be screened from the adjacent residential uses.

3.2.2 17TH AVENUE

Objectives

Land use policies for 17th Avenue recommended are based upon the following objectives:

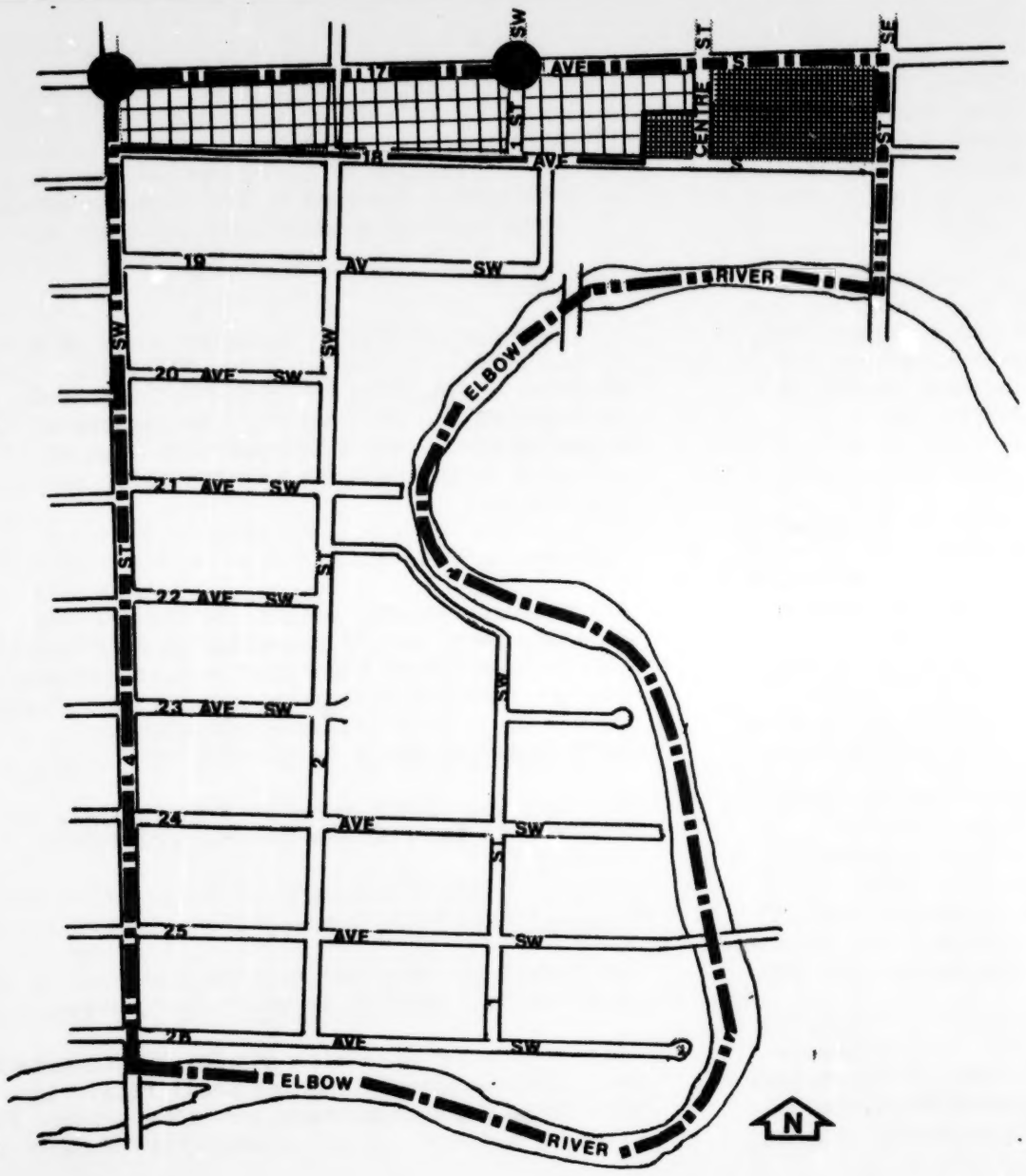
1. To provide for general commercial development along 17th Avenue.
2. To provide for pedestrian oriented development in those locations where 17th Avenue is intersected by regional pedestrian strips (i.e. 1st and 4th Streets W.) and in the Stampede Station Area.

Land Use Policy

The intent along 17th Avenue is to provide for general commercial development, while encouraging the accommodation of pedestrian oriented development at certain focal points. Commercial Development should attempt to minimize negative impacts (e.g., excessive scale, vehicular and parking congestion on local streets, and unscreened parking and loading facilities) upon the adjacent residential areas. Maximum development intensity should not exceed a floor area ratio of 3.0.

Land Use Designation:

The C-3 land use district should be retained for 17th Avenue; except for those properties located between 2nd and 4th Streets, which shall be assigned to the C-3(30) land use district. The intent of the C-3(30) district is to limit height and scale of commercial redevelopment adjacent to the RM-6 residential area in Mission.



MISSION FIG 6

TITLE
17th AVENUE

LEGEND

- 17th AVENUE STUDY AREA
- STAMPEDE STATION AREA
- PEDESTRIAN FOCAL AREA

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The property located at 201 - 17 Avenue S.W. should retain its existing Direct Control District (AM81/240, L.U.C.G#71Z82). This district has special guidelines to permit the development of a mixed use, senior citizen's housing project. It was approved by Council on June 15, 1982.

Redevelopment Guidelines

To reflect the intent of the 17th Avenue commercial land use policies, the following redevelopment guidelines shall be considered by the Approving Authority. These guidelines may be used in attaching conditions of development as provided for under the Land Use By-law.

The Approving Authority:

1. Should encourage building design treatments which provide for the accommodation of retail uses (e.g., a low building profile adjacent to 17th Avenue, individual storefront entries) in pedestrian focal areas.

2. Should encourage the provision of street landscaping and furniture within the By-lawed setback and corner visibility triangles.

3. Should encourage through site development.

4. Should not encourage access to on-site parking and loading areas from local residential streets.

3.3 OTHER LAND USES

Stampede Station Area

The Stampede Station Area is under policy review. Existing land use districts should be retained.

1st Street E.

- The parcel located at 1801 - 1 Street E. shall be assigned to the C-2 District.

23rd Avenue

A Direct Control (D.C.) district shall be assigned to the parcel located at 320 - 23 Avenue. The district is intended to accommodate office uses in an existing medical clinic. The purpose of this proposal is to reduce the potential number of vehicular trips generated by the existing development.

Floodway Lands

All property located within the Elbow River Floodway shall retain the existing RM-5 District. Future development should be in accordance with Council approved floodplain management policies.

Parks and Open Space

Park and Open Space areas in Mission shall be assigned to the P.E. (Park and Education District).

Institutional Uses

The Holy Cross Hospital grounds shall retain the existing P.S. (Public Service) designation.

The lands associated with the St. Mary's Cathedral and Separate Schools complex shall retain the existing RM-5 designation.

Heritage

At present, the C.N. Station is the only designated heritage site in Mission. A number of potential heritage sites have been identified, however, and are described in Section 2.2 of the Supporting Information. Heritage policy as it is approved by Council will apply in Mission as elsewhere in the city.

4.0 OPEN SPACE AND RECREATION FACILITIES

4.1 OPEN SPACE AND RECREATION OBJECTIVES

Open space and recreation policies recommended are based upon the following objectives:

1. To create an open space system that will more adequately serve the needs of community residents.

2. To increase opportunities for public use of the Elbow Riverbank and Lindsay Park.

3. To encourage the eventual relocation of the Elbow River Pathway to a continuous riverbank frontage.

4.2 PROPOSED OPEN SPACE SYSTEM

Improvements to existing park and open spaces are necessary to fulfill the open space and recreation objectives.

Improvements to Existing Open Space

24th Avenue Playground

Park improvements are recommended which cater to the needs of anticipated users. Passive areas should be established for seniors and hospital employees, visitors and patients (e.g., sitting/picnic areas). Active areas should be established for young adults (e.g., tennis courts). Intensive landscaping should also be provided to improve park visibility and appearance. Landscaping treatments designed to increase the park's visibility in the community may require use of all or a portion of the south parking lane along 24th Avenue.

Elbow River Pathway

The closure and landscaping of the unused transportation right-of-way at 1st Street W. and 26th Avenue is recommended. This area would provide an attractive area for passive recreation. It also could accommodate the Elbow River Pathway in the event that a continuous riverbank pathway is established.

Other Riverbank Improvements

Pedestrian access to Lindsay Park is to be provided in two locations (from the existing C.N. Bridge and from 21st Avenue). The crossings are to be developed as part of the Lindsay Park Plan and will provide direct access for Mission residents.

The development of a landscaped pedestrian walkway along the riverbank to link Holy Cross Lane and the 21st Avenue pedestrian bridge is recommended.

In addition, landscaping improvements are recommended for the 23rd and 24th Avenue cul-de-sacs adjacent to the Elbow River. Hard landscaped treatments are preferred in order to control maintenance costs.

FIG 7 **MISSION**

TITLE
OPEN SPACE SYSTEM

LEGEND

- EXISTING PARK/ OPEN SPACE
- PROPOSED PARK EXTENSION
- LANDSCAPE IMPROVEMENTS
- PEDESTRIAN BRIDGE
- EXISTING PATHWAY

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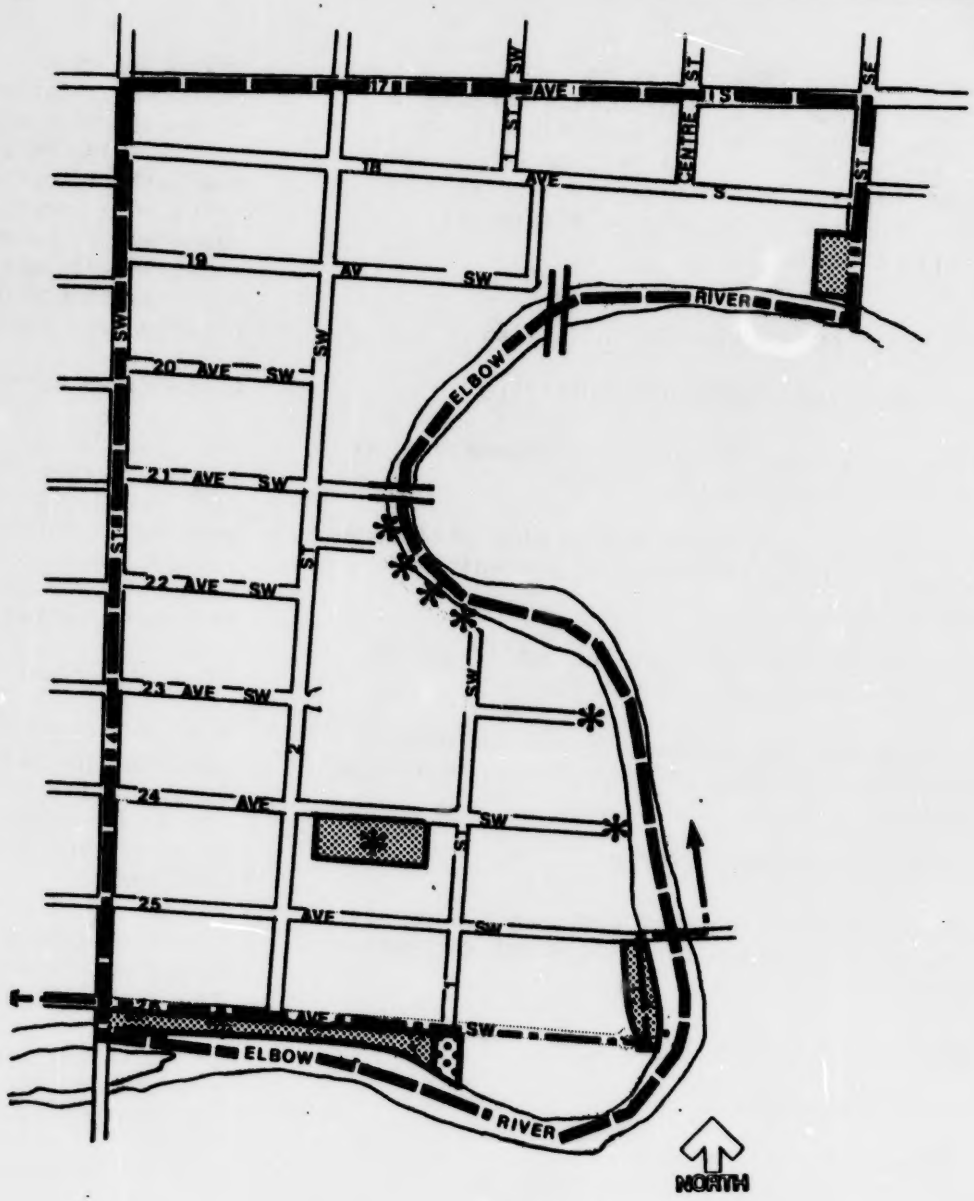

4.3 PEDESTRIAN/CYCLE ROUTES

Mission is served by the Elbow River pathway which links the community with the Glenmore Reservoir to the west and the Bow River to the north.

The need, location, and form of any additional pedestrian/cycle routes to be provided will be addressed as part of a comprehensive downtown/inner city bicycle network plan. Upon approval of this a plan, appropriate steps will be taken to include any additional pedestrian/cycle routes through normal implementation procedures.

4.4 IMPLEMENTATION

It is recommended that the PARKS/RECREATION DEPARTMENT consider the following implementation steps:

1. Application to Council for funds to implement improvements to the 24th Avenue Park within five years of the approval of this Area Redevelopment Plan.

2. Application to Council for funds to implement Elbow River Pathway improvements within five years of the approval of this Area Redevelopment Plan.

3. Application to Council for funds to implement pedestrian riverbank improvements from Holy Cross lane to 21st Avenue within five years of the approval of this Area Redevelopment Plan.

4. Application to Council for funds to implement riverbank improvements at 23rd and 24th Avenues within five years of the approval of this Area Redevelopment Plan.

5.0 TRANSPORTATION

5.1 TRANSPORTATION POLICY

Street Designations

Mission's streets should be designated as follows:

Major Roads:

1st Street E.
4th Street
17th Avenue

Collectors:

1st Street W. (between 17th and 18th Avenues)
2nd Street
26th Avenue (between 2nd and 4th Streets)
18th Avenue (between 1st and 2nd Streets W.)
25th Avenue

Local Roads:

All other community streets.

Major Roads expedite the movement of high volumes of traffic between various areas of the City. Collectors distribute traffic between major and local roads. Local roads provide access to properties within the community and may be considered for closure to create open space or control particular traffic problems.

Road Closures

The closure of the unused 1st Street right-of-way (south of 26th Avenue) should be undertaken to create additional open space. Removal of all or a portion of the parking lane on south side of

FIG 8 **MISSION**

TITLE
TRANSPORTATION POLICY

LEGEND

- MAJOR ROADS
- COLLECTOR ROADS
- P — ON-STREET PARKING STUDY
- PROPOSED CLOSURE FOR OPEN SPACE
- * — PARKING IMPROVEMENT AREA

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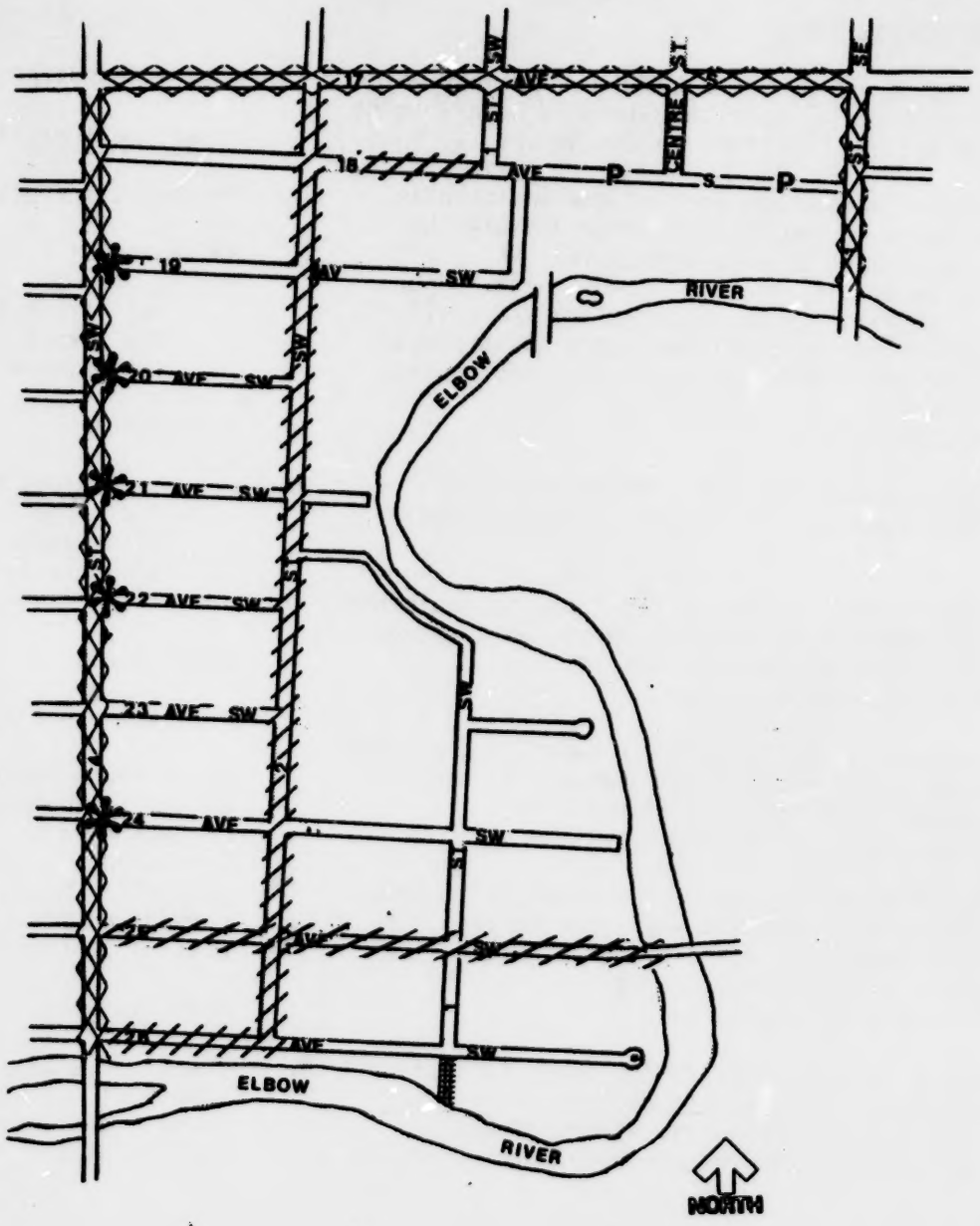


24th Avenue may be undertaken to provide landscaping improvements to the 24th Avenue Playground. (See Section 4.2 for further information).

Parking Improvement Areas

The number of on-street parking spaces may be increased though the creation of parking improvement areas. In these areas the use of angle parking can help to reduce on-street parking congestion.

The following locations are recommended for consideration as parking improvement areas (see Figure 6):

19th, 20th, 21st, 22nd and 24th Avenues (directly east of 4th Street);

Further study of this concept should occur to determine whether implemenation of such a system in Mission would be feasible.

5.2 IMPLEMENTATION

It is recommended:

1. that the TRANSPORTATION DEPARTMENT conduct a study of existing parking controls in Mission and the parking improvement concept and implement any resulting proposals within three years of the approval of this Area Redevelopment Plan.

2. that the PARKS/RECREATION DEPARTMENT implement the closure of 1st Street W. (south of 26th Avenue) and as part of the improvments proposed in Section 4.2.

6.0 IMPROVEMENTS

6.1 SPECIAL IMPROVEMENTS (4th STREET)

Proposed Public Improvement Program

Creation of "Activity Nodes"

The intent is to provide readily identifiable landscaped seating areas at bus stops with a high level of use. The "activity nodes" would consolidate bus stops with seating areas, and would typically provide benches, distinctive lighting and signage, weather protection (bus shelters), bus schedules and other information.

Enhancement of Pedestrian Safety

The following improvements are intended to enhance pedestrian safety on 4th Street as part of the overall public improvement program.

* While the "4th Street" name would be retained on the roadway itself, "Broadway" signage could be used along the pedestrian areas of the street.

1. Pedestrian crossings at mid-block are *hazardous* and such traffic should be directed to the controlled intersections. Specific intersections, e.g., at 17th, 23rd, 25th, and 26th Avenues, should be clearly defined by extending the pedestrian paving material across the street to reinforce the concept of a pedestrian zone. For 4th Street, it is proposed that a brick paved surface be used for both sidewalks and to identify a pedestrian zone for street crossing.

2. The sidewalks should be widened at the avenue intersections where possible, especially at "activity nodes" and using additional setback area created through redevelopment.

Street Tree Planting Program

The proposed street tree planting scheme would provide street trees on both sides of 4th Street from 17th to 26th Avenue. The trees would provide a sense of definition to the edge of the street, and would also be a buffer between vehicles and pedestrians.

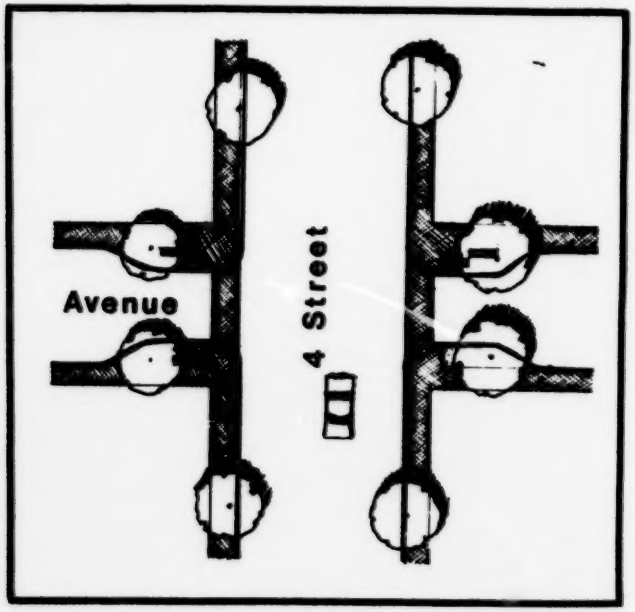
Provision of Site Furniture

A coordinated design of site furniture should be selected for 4th Street (Broadway) since this would provide a sense of a specific identification with Broadway for the entire length of the street and could include benches, planters, waste receptacles, telephone booths, kiosks, bollards, and pedestrian lighting.

Site furniture would be concentrated at corner sitting areas and activity nodes. Bollards would replace existing railings on the sidewalk and would act to deter pedestrians crossing the street at mid-block.

Lighting

A comprehensive lighting scheme for the street should be developed which relates to the pedestrian scale. The purpose of the pedestrian scale lighting is to evenly illuminate the public



open space. The light standards should be an interesting sculptural streetscape element and could convey some of the streetscape character of 4th Street and reinforce the identity of Broadway as being a distinctive area.

6.2 IMPLEMENTATION

It is recommended:

That the PLANNING and ENGINEERING DEPARTMENTS and the ELECTRIC SYSTEM, with consultation from the 4th Street Merchants, prepare a detailed improvements plan for the public areas of 4th Street and apply to Council for funds to implement the plan.

Completion of the study (including funding proposals) should occur within two years of the approval of the Area Redevelopment Plan.

SUPPORTING INFORMATION TO

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AREA REDEVELOPMENT PLAN

SUPPORTING INFORMATION

PREFACE

This section provides background information to the Mission Area Redevelopment Plan. Its purpose is to describe the context within which planning proposals are offered. This section is not a part of the Area Redevelopment Plan and, therefore, has no legal status.

TABLE OF CONTENTS

1. APPROACH TO PLANNING AND PLANNING IMPLICATIONS

- 1.1 Approach to Planning 3
- 1.2 Financial Statement 8
- 1.3 An Analysis of Future Development Potential 10

2. COMMUNITY PROFILE

- 2.1 Community History 11
- 2.2 Heritage 12
- 2.3 Existing Land Use Districts 14
- 2.4 Existing Land Use 15
- 2.5 Demographic Data 18
- 2.6 Existing Open Space 19
- 2.7 Existing Transportation System. 22

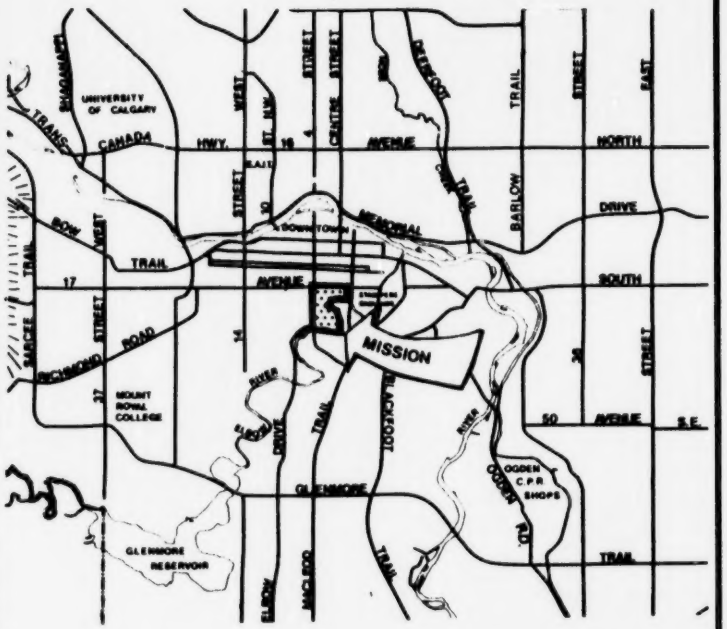
3. BACKGROUND TO POLICY FORMULATION

- 3.1 Issues & Concerns 22
  - 3.1.1 General Considerations 22
  - 3.1.2 Land Use 23
  - 3.1.3 Transportation 24
  - 3.1.4 Parks and Open Space 24
- 3.2 Policy Direction 25
  - 3.2.1 The Calgary General Municipal Plan 25
  - 3.2.2 The Inner City Plan. 25
  - 3.2.3 Calgary River Valleys Plan 26
  - 3.2.4 South L.R.T. Corridor Study. . . . 26
- 3.3 Planning Process. 27

LIST OF FIGURES

1. Location Map 3
2. Rouleauville Street Map 12
3. Heritage 13
4. Existing Land Use Districts. 14
5. Existing Development Control Districts . . . 15
6. Existing Land Use 16
7. Land Use Distribution 16
8. Dwelling Units by Type 17
9. Population by Dwelling Unit Type 17
10. Occupancy Rate 18
11. Age Profile 19
12. Existing Open Space 20
13. Regional Open Space 21
14. Existing Transportation System 22
15. Existing City Policies 26

FIGURE 1
LOCATION MAP



1. APPROACH TO PLANNING AND PLANNING IMPLICATIONS

1.1 APPROACH TO PLANNING

Mission has been undergoing dramatic changes in the last twenty years with much of the community being redeveloped to meet the needs of the ever expanding commercial and residential sectors within the Inner City. The intent of the Mission Area Redevelopment Plan is to encourage the continuation of this trend while directing the nature of redevelopment in a manner which achieves certain civic and community objectives. Mission's role in the Inner City is to provide for a environment composed of high density residential and commercial uses.

1.1.1 RESIDENTIAL LAND USE

The Plan proposes high density apartment redevelopment to be located in Mission. This is at variance with the general land use recommendations (viz. medium low density) of the Inner City Plan. Higher density development is proposed because:

(a) Mission is capable of supporting higher density development having good access to the Downtown, local employment centres, and regional open space.

(b) The demand for Inner City apartment accommodation remains high and will remain so in the face of Calgary's continued growth.

(c) Much of Mission is already developed beyond the medium low density level and there is no local support for this Inner City Plan policy.

In planning for higher density apartment development, two land use districts were considered and applied to specific locations.

RM-6 (Medium High Density Residential)

The RM-6 land use district is recommended for general use in Mission. The RM-6 district provides for six storey apartment development at 130 units per acre.* The RM-6 district is proposed because:

(a) it will increase the diversity of housing choice in the Inner City by providing a mid-rise alternative to the Beltline within the high density range;

(b) the maximum building height in RM-6 will not unduely affect adjacent established communities (i.e., Cliff Bungalow, Mount Royal);

(c) the maximum building height in RM-6 will not prejudice planning policies for 4th Street and north Erlton.

* A redevelopment guideline contained in the Plan encourages building height relaxations to 8 storeys in RM-6 properties located west of 2nd Street.

RM-7 (High Density Residential)

Use of the RM-7 district is limited to the area south of 25th Avenue. This area is predominately high rise apartments and is identified in the Inner City Plan as high density area.

1.1.2 COMMERCIAL LAND USE

4th Street

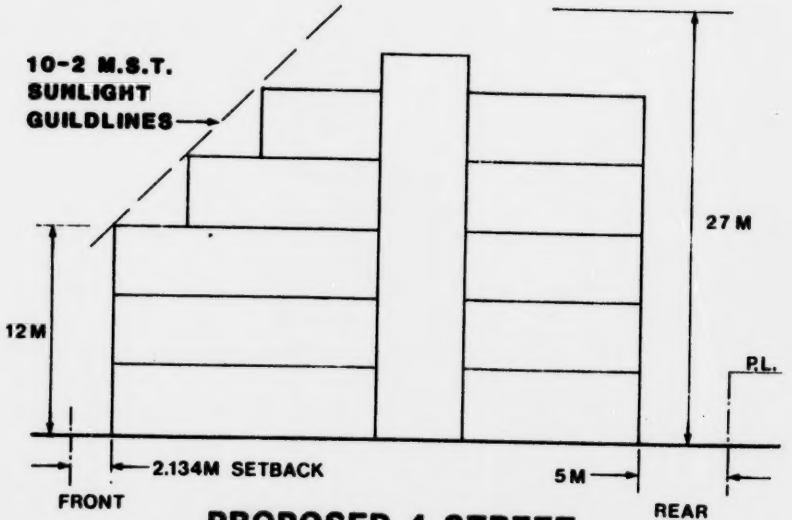
Planning for 4th Street attempts to implement the regional pedestrian commercial policy established in the Inner City Plan. The Inner City Plan establishes a regional pedestrian commercial strip policy on 4th Street between 19th and 26th Avenues and a regional auto commercial strip policy north of 19th Avenue. The Area Redevelopment Plan recommends that the regional pedestrian policy be extended to 17th Avenue. Emphasis has been placed upon the type and intensity of use, building height and bulk, and the provision of pedestrian amenities. The C-3(27) district is proposed for 4th Street.

The Plan encourages design for retail and restaurant uses on the ground floor. A public street improvements program is recommended to increase the attractiveness of 4th Street as a pedestrian shopping area. It is intended that the public improvements program be paid for on a cost-sharing basis (i.e., between the City and 4th Street property owners).

Retention of the existing maximum floor area ratio of 3.0 (permitted under the C-3 district) is proposed because of transportation constraints.

The redevelopment guidelines proposed for 4th Street address a number of issues, including: the location and treatment of parking, building and site design features which support ground floor retail uses, and sunlight standards which would encourage the retention of a reasonable degree of sunlight on 4th Street between 10:00 a.m. and 2:00 p.m. during Spring and Fall.

The maximum building height proposed along 4th Street is 27 metres. This height is compatible with the adjacent residential areas and the intended pedestrian scale for 4th Street. It also provides the developer with a degree of design flexibility in meeting the maximum development density proposed.



PROPOSED 4 STREET ENVIRONMENTAL GUIDELINES

17th Avenue

Planning for 17th Avenue recognizes the need for pedestrian focal points at key areas (e.g., 1st and 4th Streets W.) while providing for general commercial development along the remainder of the street. The C-3(30) district is proposed for 17th Avenue between 2nd and 4th Streets. This is to ensure the compatibility of 17th Avenue commercial development with the adjacent 4th Street commercial strip and the RM-6 residential area. Between Centre and 2nd Street W. retention of the existing C-3 is proposed. This recommendation reflects the general commercial orientation of this portion of 17th Avenue and provides flexibility for comprehensive redevelopment in the St. Mary's Cathedral area.

1.1.3 STAMPEDE STATION AREA USES

The Stampede Station Area has been placed under policy review, pending a decision regarding appropriate land use districts for the area.

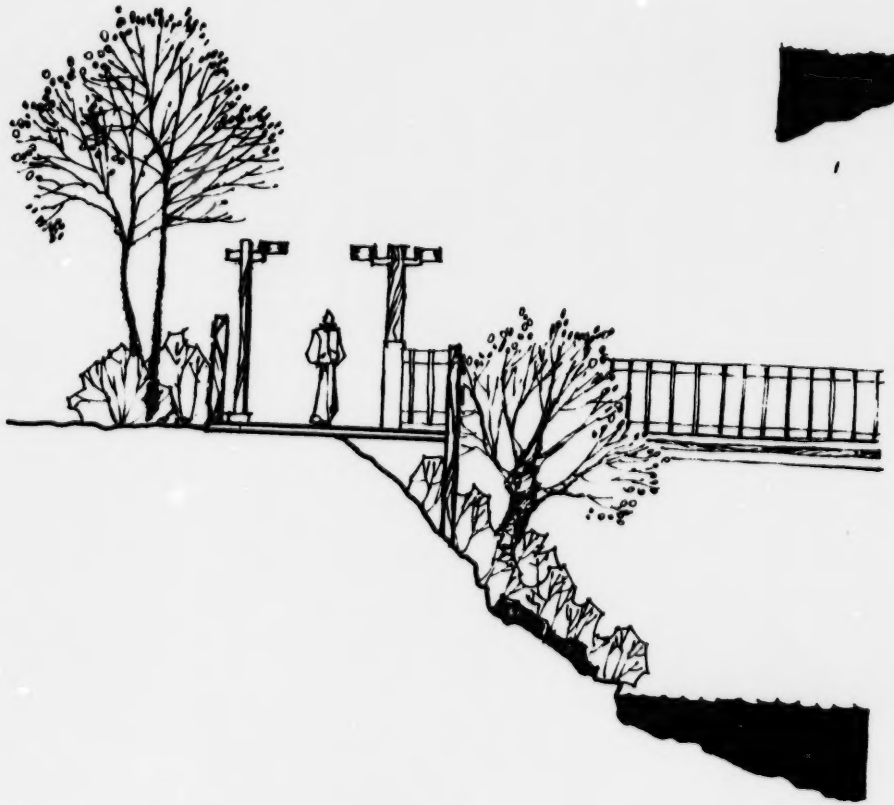
1.1.4 INSTITUTIONAL USES

Land use policy and the assignment of land use districts for institutional uses generally reflects the status quo. No increase in the area required for the operation of the Holy Cross Hospital and the St. Mary's complex is anticipated.

1.1.5 PARKS/OPEN SPACE

Mission has been deficient in parks and open space for many years. The Plan would ordinarily recommend increasing the amount of parks and open

ELBOW RIVERBANK AT
26th AVENUE AND 1st STREET W.



ELBOW RIVERBANK
AT 21st AVENUE

space within community to accommodate a growing population. However, because of the cost of land in Mission and the proposed development of Lindsay Park (i.e. approximately 25 acres) adjacent to Mission, no further increase in the amount of parks and open space is recommended.

The Plan does endorse proposals to increase access to Lindsay Park, to improve existing parks, and to increase streetscape amenities. In addition, the concept of obtaining continuous riverbank frontage for the Elbow River Pathway is endorsed. Such action should provide for the needs of the Mission Community at the proposed development densities.

A redevelopment levy has not been proposed in Mission. This is because the Planning Act specifies that the redevelopment levy be used for land for parks, schools, or recreation facilities and additional land to be used for this purpose is not proposed in the Plan.

1.2 FINANCIAL STATEMENT

The following table describes community improvements to be undertaken upon approval of the Area Redevelopment Plan. Cost estimates are provided in 1982 dollars. Their purpose is to provide Council with the financial information necessary to review the recommendations contained in the Area Redevelopment Plan.

PUBLIC IMPROVEMENTS			
Task	Primary Responsibility	Time Frame	Cost($1982)
1. 4th Street Improvements	Engineering and Planning	1982-5	1,055,000
2. Elbow Riverbank Areas	Parks/Recreation	1982-5	83,000
3. 24th Avenue Park	Parks/Recreation	1982-5	200,000
4. Parking Improvement Areas	Transportation	1982-5	N/A

4TH STREET IMPROVEMENTS ITEMIZED

Itemized By	Item	Cost(1982$)
Community	Mission Cliff Bungalow	527,000 527,000
Phase of Construction	Phase I Phase II	615,000 440,000
Lineal Foot of Improvement	Total Costs 50% Share Assessment Charge*	197 99 17/year

* Based on 50% share of total costs and 15 year amortization.

1.3 AN ANALYSIS OF FUTURE DEVELOPMENT POTENTIAL

Full development under the proposed districts would accommodate a population of 8,000 persons living in 5,600 dwelling units.* This is approximately two and one half times the existing population of 3,300 persons. It would result in a density of 410 persons per net hectare (160 persons per net acre) in the residential areas of the community. Further population could also be accommodated within areas designated for commercial use; however, the amount of residential development in this area cannot be projected.

Impact of Redevelopment

Transportation

With full redevelopment, it is expected that vehicular ownership among Mission residents will increase to approximately 6,500. This combined with commercial redevelopment will lead to increased traffic and parking congestion. Civic and private initiatives to provide additional parking will help reduce the impact of redevelopment; however, an improvement upon the existing congestion level should not be expected.

In addition, traffic congestion along Mission's major and collector streets will continue to increase as a result of redevelopment in the Downtown.

Parks/Open Space

Without the acquistion of additional parks and open space within the community, the ratio of open space to population will continue to decline. However, the development of Lindsay Park in the nearby Erlton community and the improvement of existing Mission park and open spaces will benefit the community.

Community Services

As population increases the need for certain community services will also increase. In particular, an increasing population of senior citizens may require the establishment of a senior citizens centre in Mission or an adjacent community.

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*The following assumptions were made in estimating maximum potential population:

(1) that existing non-apartment uses are redeveloped to the maximum permitted density;

(2) that existing apartment uses do not redevelop; and

(3) that occupancy rates similar to existing rates will occur in new developments.

2.0 COMMUNITY PROFILE

2.1 COMMUNITY HISTORY

Early Settlement and the Church

Mission's early history is greatly influenced by the Catholic Church in Alberta. In 1883, Fathers Lacombe and Leduc homesteaded two quarter sections of land south of the Calgary townsite. Included within this area are the present communities of Mission, Erlton, and Roxboro.

In 1889, the original St. Mary's Church was built. Three years later, the first Holy Cross Hospital was established. The sandstone Parish Hall located directly east of St. Mary's was sold to Canadian Northern Railways in 1905 and served the C.N. system until recently.

Rouleauville

A small French speaking community developed around St. Mary's in the late 1880's. Chief Justice Charles B. Rouleau settled in the community about this time and built the first recorded sandstone mansion. Over time, the area came to be known as "Rouleauville." Figure 2 is a map of Rouleauville showing the original street names.

Annexation

Annexation occurred in 1907 and the name of the community was changed from "Rouleauville" to "Mission." The original street names were replaced with the standard number system at this time.

Residential Development

Most of the original residential development in Mission occurred between 1900 - 1914 although infill continued through the 1920's. This development took the form of single family wood frame houses, some of these having upper suites.

A small number of apartments were also built in Mission prior to 1945. These buildings were usually brick or stucco and two to three storeys in height. A number of these buildings were built in the "moderne" architectural style.

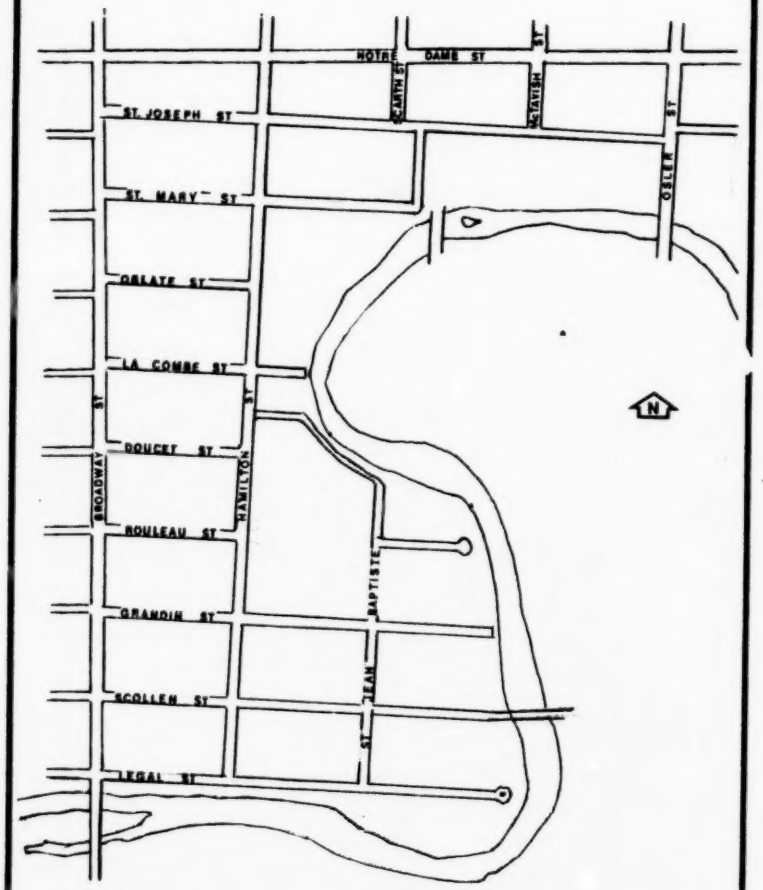
Redevelopment of Mission's residential areas began in earnest in the 1950's. The majority of these buildings took the form of four-storey walk-up apartments. During the late 1970's, a trend to high-rise condominium development (south of 25th Avenue) began.

Commercial Development

Fourth Street, or "Broadway" as it was known before the 1907 annexation, developed as a local commercial area serving Mission and neighbouring communities. Development from this period were usually two and three storeys in height, having ground floor commercial uses with apartments above. Brick construction is common in the structures from this period.

A number of redevelopment trends have appeared since 1945. The first involved the development of auto-oriented commercial establishments. An influx of mid-rise medical clinics, primarily in the northern portion of 4th Street, then followed. Two more recent trends involve: The

FIGURE 2
STREET MAP



occupation of many of the older buildings with specialty shops and restaurants; and, comprehensive mixed commercial/residential redevelopment.

2.2 HERITAGE

The location of all existing designated and potential heritage sites is shown in Figure 4.

1. Sibley Apartments
   316 - 18 Avenue S.W.

2. Manhatten Apartments
   327 - 19 Avenue S.W.

3. St. Mary's Elementary School
   18th Avenue and 2nd Street

4. St. Martin De Porres
   1912 - 2 Street S.W.

5. Sacred Heart Convent
   219 - 19 Avenue S.W.

6. St. Mary's Cathedral
   219 - 18 Avenue S.W.

7. Canadian National Railway Station
   18th Avenue and 1st Street S.W.

8. The House of Isreal
   102 - 18 Avenue S.E.

9. Flexford House
   304 - 21 Avenue

10. Gloria Court Apartments
    303 - 23 Avenue S.W.

11. Holy Cross Hospital
    2210 - 2 Street S.W.

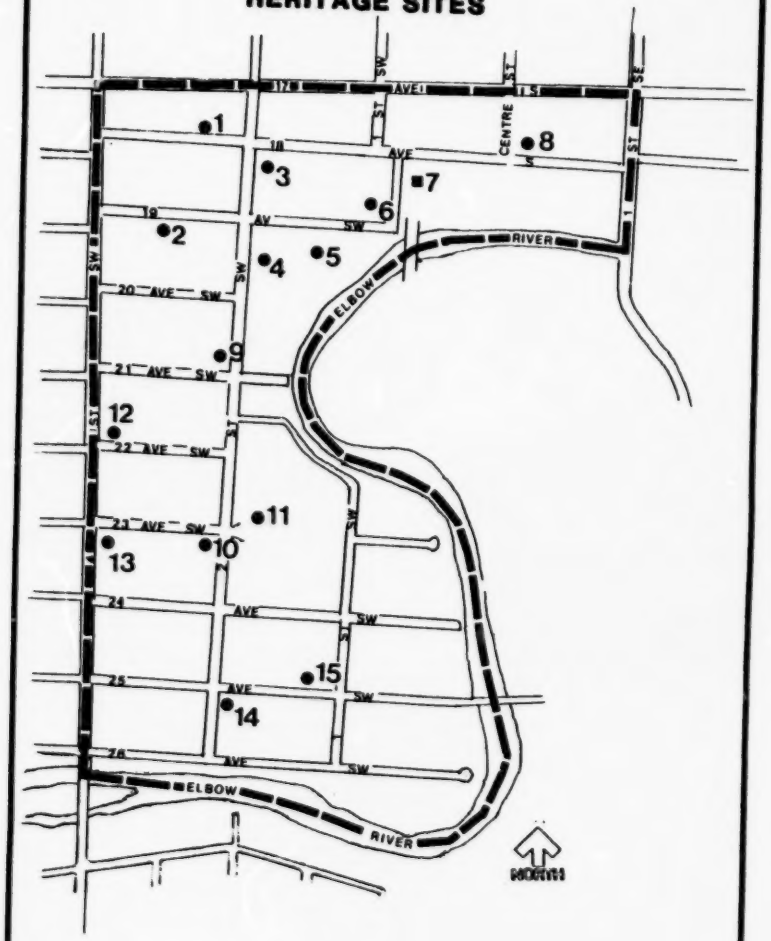
12. "The Plant Company" Building
    2120 - 4 Street S.W.

13. Bannerman Block
    2306 - 4 Street S.W.

14. Strand Apartments
    237 - 25 Avenue S.W.

15. Avonlea Apartments
    208 - 25 Avenue S.W.

FIGURE 3
HERITAGE SITES



■ DESIGNATED SITE

● POTENTIAL SITE

2.3 EXISTING LAND USE DISTRICTS

Existing land use districts in Mission are shown in Figure 4. The predominant districts within the community are C-3 and RM-5. The C-3 (General Commercial) land use district is located along 17th Avenue and 4th Street. Most of the interior portions of the community are designated RM-5, which permits four storey apartment development.

The extreme southeast corner of the community is designated RM-7, which permits 17 storey apartment development. A small park located along 24th Avenue is designated P.E. (Park and Education). Also, portions of the Elbow River and its bank are designated R-1 and R-2.

A number of D.C. (Direct Control) districts are located in Mission. These districts and their intended uses are also shown in Figure 5.

FIGURE 4
EXISTING LAND USE DISTRICTS
(BEFORE SEPTEMBER 8, 1982)

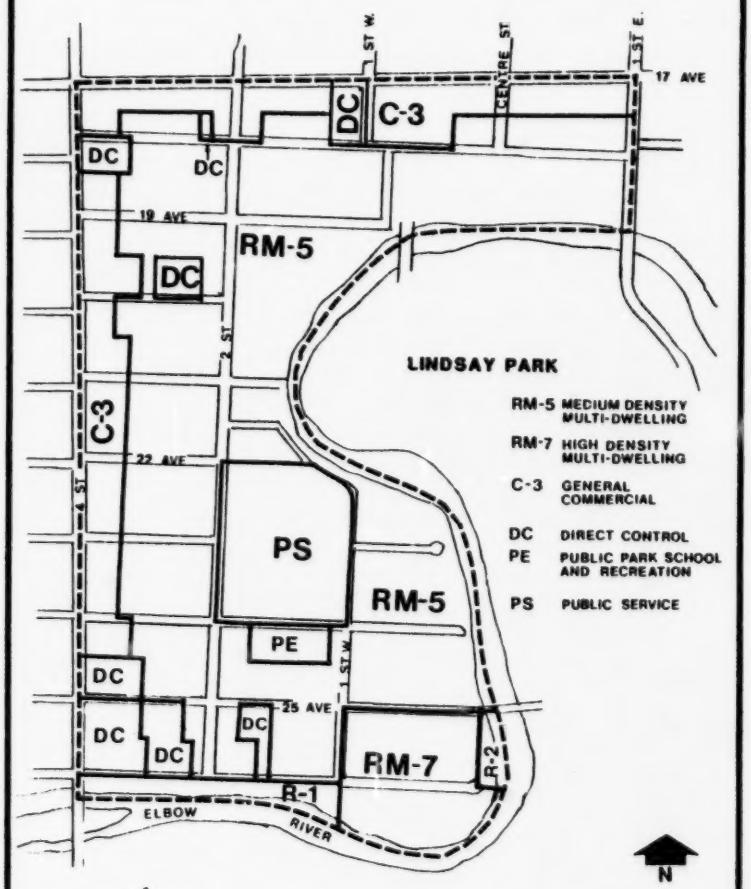


FIGURE 5
EXISTING DEVELOPMENT CONTROL DISTRICTS (BEFORE SEPTEMBER 8, 1982)

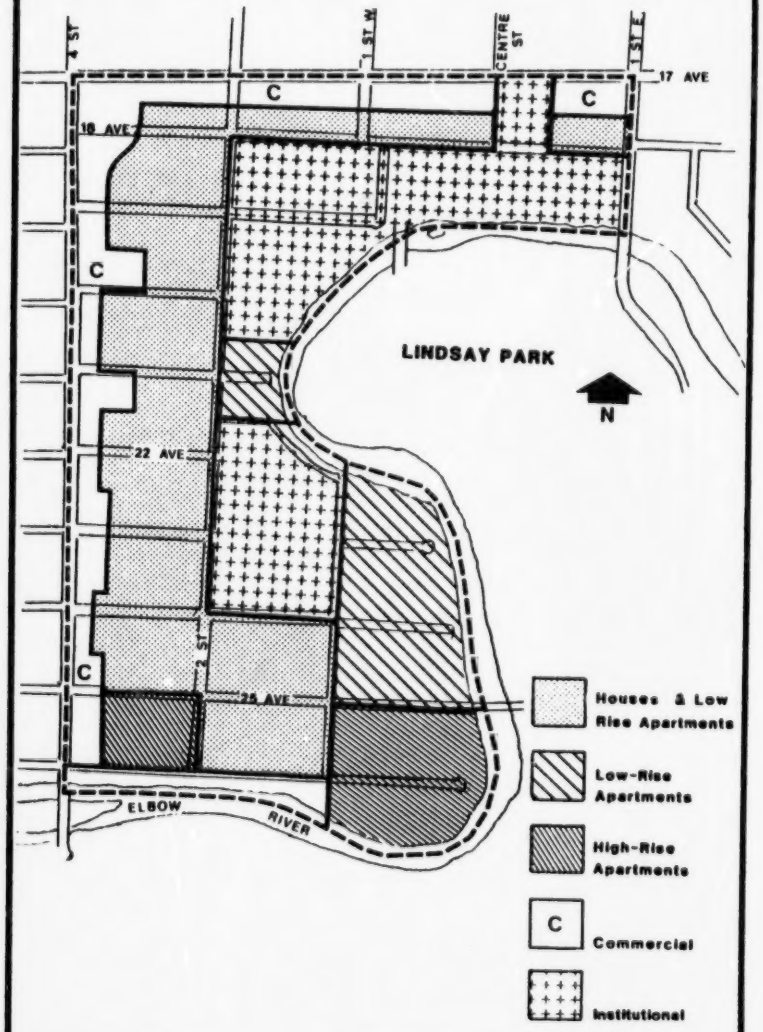
Development Control (D.C.) Districts	
1.	General Commercial (AM2306/LUCG 77)
2.	High Rise Medical Clinic (AM1854/LUCG 826)
3.	High-Rise Mixed Use (AM2749/LUCG 513)
4.	High-Rise Mixed Use (AM2749/LUCG 389)
5.	High-Rise Residential (AM3266/LUCG 862)
6.	High-Rise Residential (AM3380/LUCG 939)
7.	Mid-Rise Residential (AM81/280, LUCG 82Z82)
8.	Senior Citizens Housing (AM81/240, LUCG 71Z82)

2.4 EXISTING LAND USE

While Mission's existing land use varies from block to block, certain general patterns are evident (see Figure 6).

Commercial uses are concentrated along 4th Street and 17th Avenue. Developments on these two streets are a mixture of older two storey retail establishments, automobile-oriented commercial establishments, and newer high-rise commercial/residential mixed use developments.

FIGURE 6
EXISTING LAND USE



Institutional uses are concentrated along the Elbow River. St. Mary's Cathedral, Elementary and High Schools, and other associated institutional uses are located along 18th and 19th Avenue East and 2st Street. Holy Cross Hospital is located at 23rd Avenue and 2nd Street.

Residential development is mixed with apartment redevelopment occurring randomly over the last 25 years. High-rise apartments are concentrated south of 25th Avenue, while the remaining residential areas consist of a mixture of the original houses and four storey walkup apartments.

Mission comprises 34 net hectares (83 net acres); of which 19 net hectares (48 net acres) are used for residential purposes. Within the residential area 3,300 persons reside in 2300 dwelling units. This amounts to a density of 124 units per net hectare (49 units per net acre) within the residential area.

FIGURE 7 LAND USE DISTRIBUTION

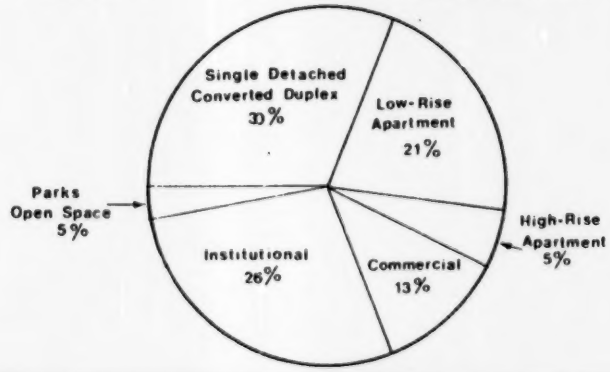


FIGURE 8

DWELLING UNITS BY TYPE

MISSION

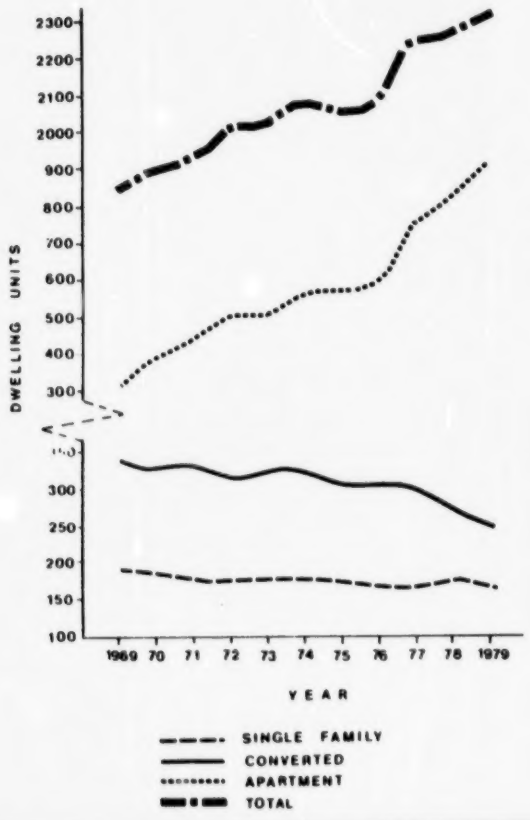
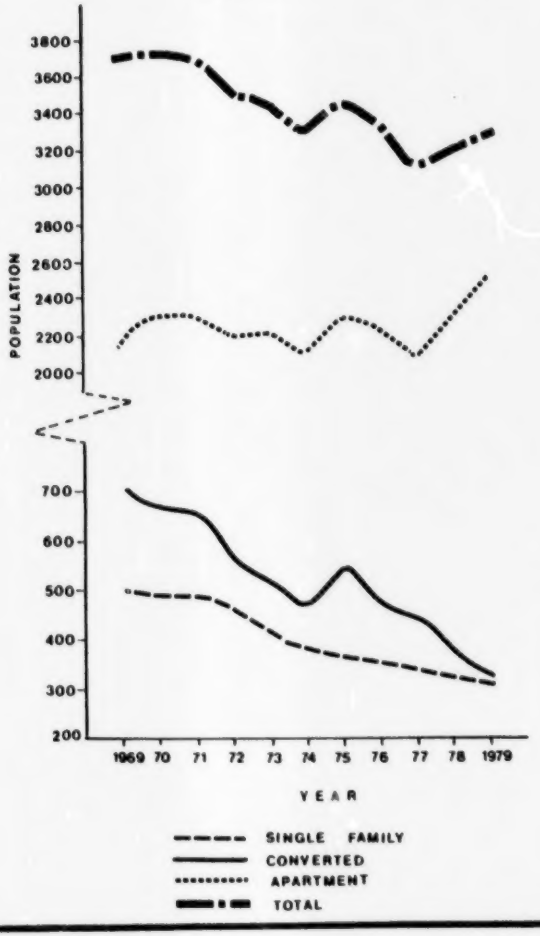


FIGURE 9

POPULATION BY DWELLING UNIT TYPE

MISSION



2.5 DEMOGRAPHIC CHARACTERISTICS*

The main elements shaping Mission's social structure are:

- o a dominance of apartment units in the residential component;
- o a large population of young adults;
- o an extremely small family population;
- o a lower than average household size in all structure types.

Occupancy

The most distinct demographic feature in Mission is household size. Figure 10 shows the declining occupancy rate within the community during the period 1969 - 1979.

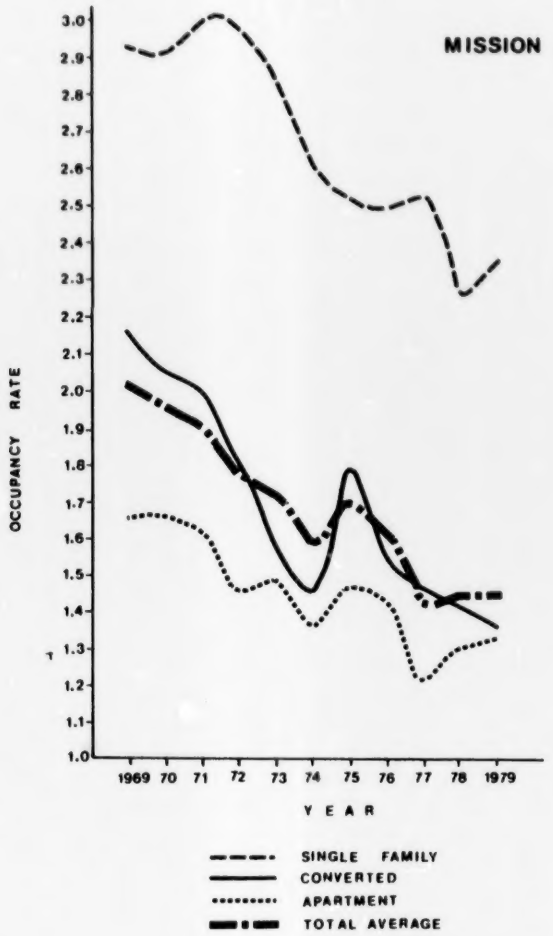
The overall occupancy rate declined 29 percent from 2.01 to 1.43 persons per dwelling unit during this period. The result is that while the number of dwelling units in Mission increased, overall population declined from 3700 to 3300 persons.

While the change in household size is significant for this period, it is important to note that since 1977, occupancy in Mission has remained stable.

*Note:

A number of the statistics referred to in this subsection have been calculated for the area comprising both the Mission and Cliff Bungalow communities. These instances have been identified accordingly.

FIGURE 10
OCCUPANCY RATE



Age Structure

Mission/Cliff Bungalow's current age structure is similar to other Inner City communities having a large concentration of persons within the 20 - 29 and 55+ age groups, and a substantially smaller population contained within the 0 - 15 age group (see Figure 11).

2.6 EXISTING OPEN SPACE

Mission has four small park and open space sites within its boundaries, although significant open space and recreation facilities are located in the immediate vicinity.

Local Open Space

In total, Mission's parks and open spaces (including school yards) comprise 2.15 hectares (5.5 acres). This is 6 percent of the total community area (see Figure 12).

Site 1

24th Avenue Playground

This park is located on 24th Avenue and comprises roughly 0.4 hectares (1.0 acres). The western portion of the park contains children's play equipment, while the eastern portion is used as an ice skating rink in winter and as an area for field sports in summer.

FIGURE 11
AGE PROFILE

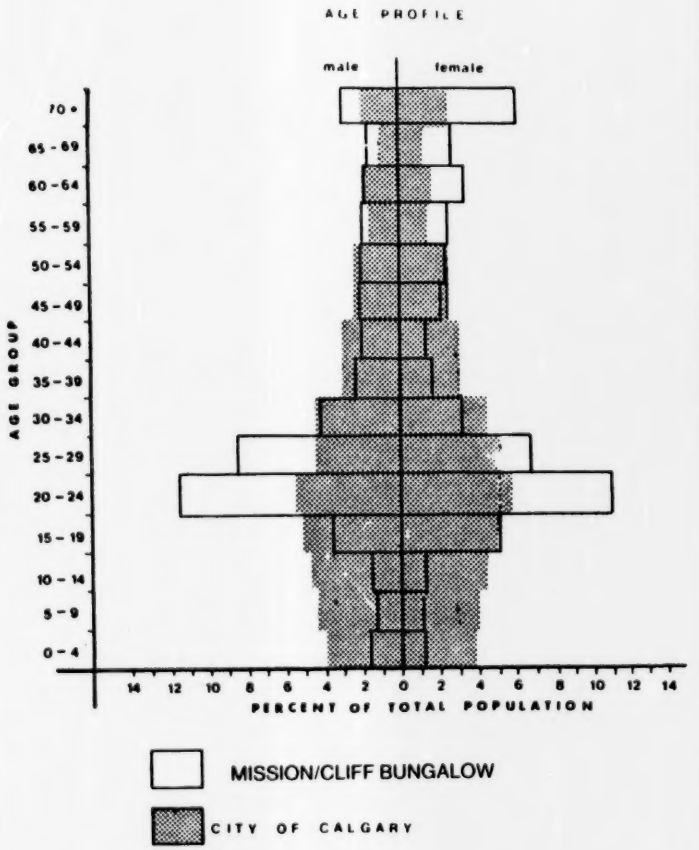
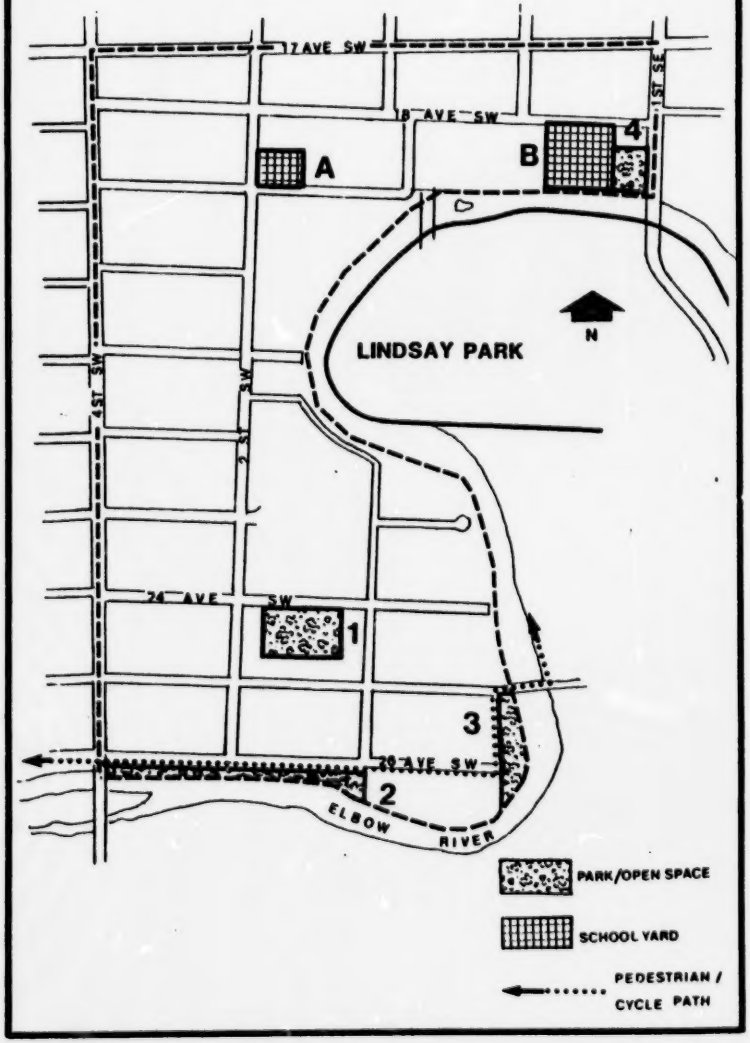


FIGURE 12
EXISTING OPEN SPACE



Site 2

This open space is located along the bank of the Elbow River between 1st and 4th Streets W. While no more than 18 metres (60 feet) deep at any point, the space comprises approximately 0.5 hectares (1.2 acres). A portion of the Elbow River bicycle path runs along the edge of the site. It is a popular location for cycling, jogging, and strolling. An unused transportation right-of-way is located at its eastern boundary.

Site 3

This open space is located along the Elbow River between 25th and 26th Avenues; it accommodates a portion of the Elbow River bicycle path. Not more than 20 metres (65 feet) in width, the space comprises 0.15 hectares (0.4 acres).

Site 4

This open space is located at 1st Street E. and the Elbow River. Having 30 metres (100 feet) of frontage along the Elbow River, the space comprises 0.2 hectares (0.5 acres).

School Yards

A hard surfaced play area (Location A) is located at St. Mary's Elementary School. A second open area is located at St. Mary's High School (Location B). Both areas are owned by the Separate School Board.

Adjacent Regional Open Space and Recreation Facilities

Two significant park and recreation facilities are located within Mission's immediate vicinity. These are Lindsay Park and the Stampede Grounds (see Figure 13).

Lindsay Park is located directly across the Elbow River from Mission. The park comprises a roughly 9.7 hectares (24 acres). Direct access from Mission to the park is currently available from the C.N. Bridge. Development of a aquatic centre, mini-fieldhouse, a second pedestrian access across the Elbow River in the Holy Cross area, and other facilities are anticipated.

The Stampede Grounds are located east of Mission; within easy walking distance of the northern portions of the community. A 20,000 seat coliseum is now under construction at the Stampede grounds.

FIGURE 13
REGIONAL OPEN SPACE

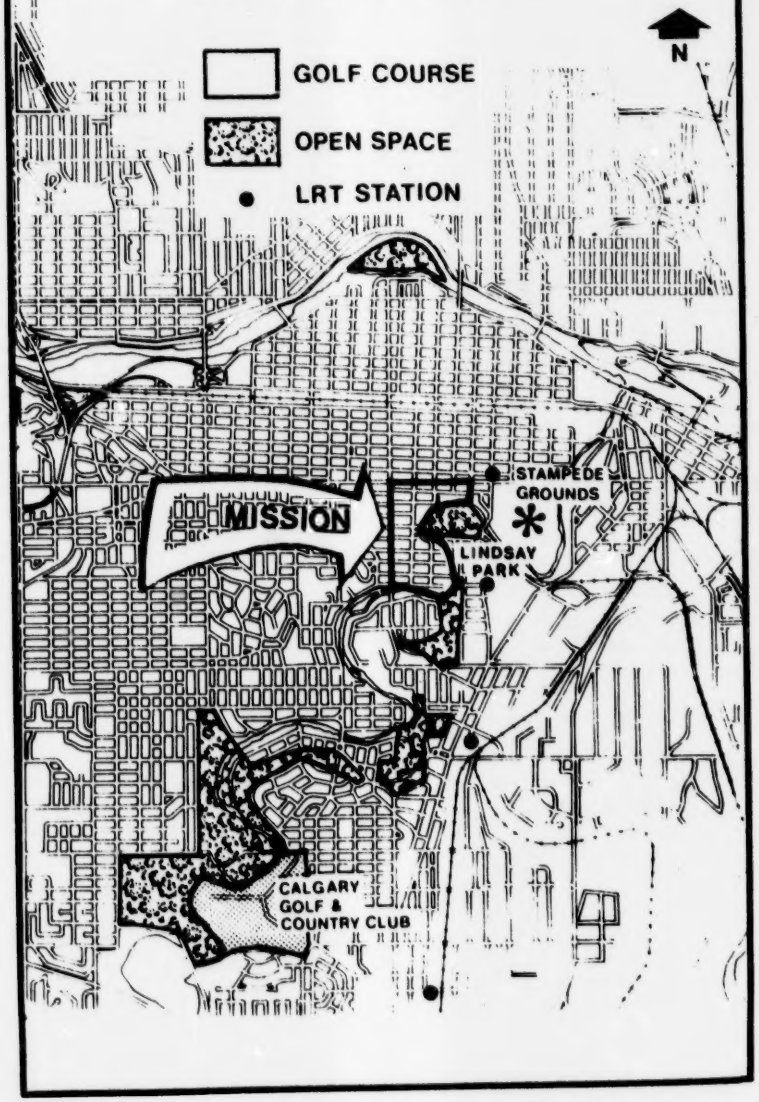
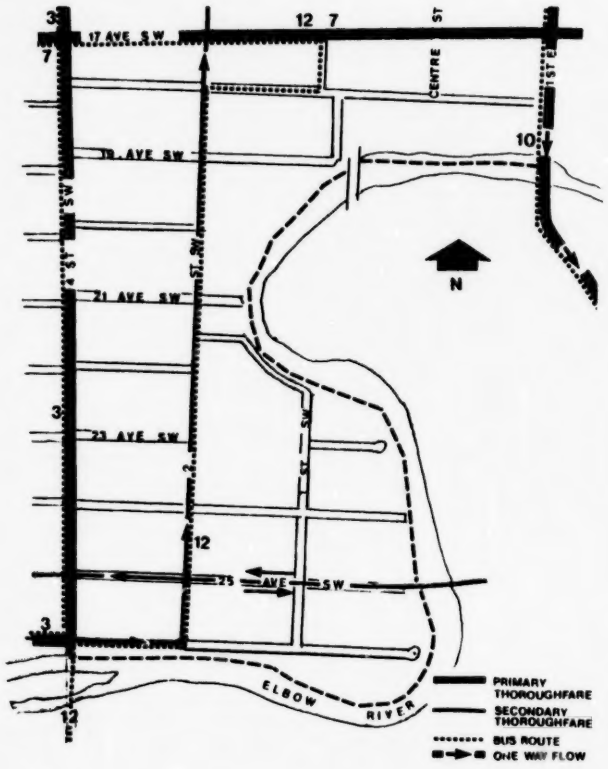


FIGURE 14
EXISTING TRANSPORTATION SYSTEM



2.7 EXISTING TRANSPORTATION SYSTEM

The existing transportation system is shown in Figure 14.

3.0 BACKGROUND TO POLICY FORMULATION

3.1 ISSUES AND CONCERNS

Community issues and concerns described in this section are derived from the public participation program conducted between 1979 and 1981. (For a detailed description of the process, see Section 3.3.)

3.1.1 GENERAL CONSIDERATIONS

Mission, like many Inner City communities, has a high proportion of young adults and senior citizens. Persons of these age groups choose to live in Mission because it is close to the Downtown, employment, shopping, and medical facilities. These advantages, combined with a wide range of rents, makes Mission an attractive place to live.

Mission residents are a highly transient group. About half of the community have lived in Mission less than one year. This high precentage reflects upon characteristics of the predominant age group (i.e. 20-29 years).

Of those interviewed in the neighbourhood survey, 68 percent wanted to continue living in Mission. The four most common reasons why people liked living in Mission were:

1. the proximity to downtown;
2. the availability of shopping facilities;
3. the proximity to place of employment;
4. the proximity to medical and professional services.

The four most common reasons why people disliked living in Mission were:

1. inadequate parking;
2. poor maintenance of private property and public streets;
3. traffic noise (particularly adjacent to 2nd Street and 25th Avenue);
4. inadequate open space and recreational facilities within the community.

Other comments expressed by Mission residents included:

1. concern about inadequate security features in older apartment buildings;
2. concern about personal safety in areas adjacent to abandoned housing, lanes, and the riverbank;
3. concern about the future availability of affordable rental housing.
4. concern about the safety of pedestrians crossing 2nd Street in front of Holy Cross Hospital.

3.1.2 LAND USE CONSIDERATIONS

Commercial

People felt that the 4th Street commercial strip was a valuable community resource which should be preserved and enhanced. Improvements to the street environment (e.g. pedestrian crossings, street landscaping and furniture, and removal of existing utility poles) were recommended. Provision of adequate parking, retention of the existing two-way traffic system on 4th Street, and the development of a theme for the strip (e.g. Yorkville in Toronto) were viewed by many as critical elements in planning for 4th Street.

As a way of preserving existing dwellings, some people suggested that commercial/office establishments be located on local streets adjacent to 4th Street. The possibility of low-rise mixed use development was also suggested for these same streets adjacent to 4th Street.

Residential

People held differing views concerning future residential development in Mission. Some persons felt that a mix of housing types (including conservation of existing houses) should be encouraged through the Area Redevelopment Plan. Many felt, however, that apartment redevelopment should continue. These persons stressed that Mission could absorb additional density provided that quality redevelopment was encouraged. They suggested that, with quality design, maximum

density could be permitted to exceed the existing RM-5 designation (210 units per net hectare).

Most people placed an emphasis upon building design elements such as sloping roofs, variation in building wall face, and the shadow impact of high rise developments.

Institutional

A number of people were concerned with the St. Mary's Cathedral area. They felt that the character of the Cathedral area should be preserved and enhanced. They addressed such issues as improving the local streetscape, control of through traffic, encouraging compatible uses and design.

3.1.3 TRANSPORTATION

Roads

Most people felt that 4th Street should be maintained as a two-way street. Persons representing various commercial interests along 4th Street were particularly concerned with this matter.

Parking

Both shop owners and residents addressed the lack of on-street parking within Mission. The area adjacent to 4th Street between 21st and 23rd Avenues was singled out in particular. It was suggested that provision for off-street parking areas adjacent to 4th Street, as well as higher parking requirements in new developments should be considered.

The Holy Cross Hospital and the St. Mary's area were also singled out as areas where parking congestion is high. The St. Mary's area receives on-street parking resulting from Stampede Park activities (including curling, hockey, and other events). Without on-street parking controls, the development of the proposed colisium at Stampede Park will create further congestion in the St. Mary's area.

3.1.4 PARK AND OPEN SPACE

Many people were concerned with the amount of park and open space within Mission. In the neighbourhood survey, over 60 percent of the respondents reported that they did not use existing park and open space. Some reasons given for not using existing open space were:

1. excessive traffic noise;

2. security concerns;

3. other parks outside Mission are more attractive.

The Elbow River Pathway was most often used by Mission residents, while the 24th Avenue Playground was used by adjacent residents only. Many seniors, in particular felt that they are inadequately served in Mission by recreation facilities.

Most people received favourably reports of the expansion of Lindsay Park in the nearby community of Erlton. They felt that access to Lindsay Park across the Elbow River should be increased and suggested that the C.N. bridge be retained for

pedestrian access. In addition, improvements to the Elbow Riverbank were recommended.

3.2 POLICY DIRECTION

3.2.1 THE CALGARY GENERAL MUNICIPAL PLAN

The approved growth strategy outlined in the Calgary General Municipal Plan (1978) gives direction for change within the Inner City. The Plan establishes broad goals related to population growth, community stability, and neighbourhood conservation. Flood plain management policies are also recommended for the Elbow River Valley.

3.2.2 THE INNER CITY PLAN

The Inner City Plan recommends general policies to be used in the formulation of an Area Redevelopment Plan for Mission. While one of the principal objectives of the Area Redevelopment Plan is to implement those policies, latitude exists in their application on a site specific basis.

Residential Land Use

The Inner City Plan recommends two general residential land use policies for Mission. These are:

- Medium-Low Density

  This density range relates to the existing R-2/RM-4 land use districts and would allow for 57 to 160 units per net hectare (23 to 65 units per net acre). The intent is to provide a variety of housing opportunities with some emphasis on family accommodation. Fifty percent of the units should contain two bedrooms or more and have direct access to private open space at grade. Single family, duplexes, fourplexes, row housing, stacked townhouses, and walkups could be built in these areas.

- High Density

  This density range relates to the existing RM-5/RM-7 land use districts and would allow for 148 to 450 units per net hectare (60 to 182 units per net acre). The intent is to provide some variety of unit types with suitable amenities at a high density. The primary considerations are:

  (a) to ensure that new development contributes to the provision of public amenities in the area, and

  (b) to ensure that new development provides adequate amenities of a private nature for the use of the building residents.

Commercial Land Use

The Inner City Plan recommends two general commercial land use policies for Mission. These are:

- Regional Auto

  Regional Auto areas provide goods and services which cater to the needs of a broad population base, and are characterized by auto-related uses and office-commercial developments with on-site parking provided in front of, or within, the structure.

o Regional Pedestrian

Regional Pedestrian areas provide goods and services which cater to a broad population base, and are characterized by a retail pedestrian shopping environment. Policies which support the regional pedestrian concept (e.g., street landscaping and furniture, low building scale abutting the street, and parking accommodated at the rear of the sites) are recommended.

3.2.3 CALGARY RIVER VALLEYS PLAN

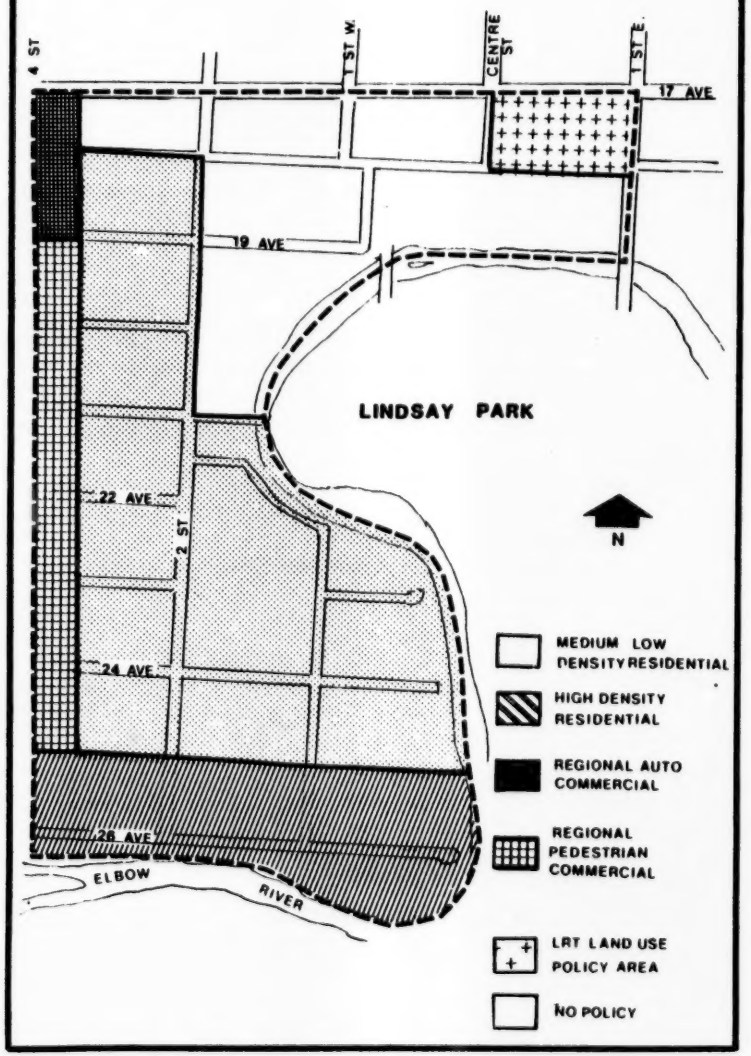
The Calgary River Valleys Plan, now before Council, recommends the implementation of development policies which have implications for portions of Mission. A review of the actual Plan is recommended for persons considering development in the floodplain areas. (See Figure 3 of the Area Redevelopment Plan for information regarding the floodplain and floodway in Mission.)

3.2.4 LIGHT RAIL TRANSIT SOUTH CORRIDOR STUDY

The L.R.T. South Corridor Land Use Study recommends development policies for two station areas adjacent to Mission. These are: Stampede Station, located at 15th Avenue and Macleod Trail S.E.; and Erlton Station, located at 26th Avenue and Macleod Trail S.E.

The portion of Mission located east of Centre Street is contained within the Stampede Station area. Land use policies for this area encourage high density mixed use (i.e., residential/commercial) development.

FIGURE 15
EXISTING CITY POLICIES



3.3 PLANNING PROCESS

- On May 7, 1979, City Council approved the Inner City Plan. This policy recommends that the Planning Department prepare an Area Redevelopment Plan for Mission and other Inner City communities.

- In May 1979, open houses were held in the Mission and Cliff Bungalow communities to discuss jointly citizen concerns in the two communities. Approximately 80 persons attended these meetings which are summarized in the "MISSION/CLIFF BUNGALOW ISSUE IDENTIFICATION REPORT" published in September 1979.

- In September 1979, a "MISSION/CLIFF BUNGALOW EXISTING CONDITIONS REPORT" was published containing background information and statistical data for the two communities.

- In April 1980, following consultation with groups from both communities, the Planning Department chose to undertake separate Area Redevelopment Plans for Mission and Cliff Bungalow.

- In September 1980, the Planning Department circulated a letter to all Mission property owners and residents notifying them that the community planning process was beginning. A site office was made available for further public consultation at this time. Further contact was made with approximately 100 persons.

- In October 1980, a Community Planning Advisory Committee was established representing various community interest groups. The Committee met with the Planning Department in an advisory role through February 1981.

- In November 1980, Open Houses were held to discuss planning issues related to 4th Street. Approximately 200 persons attended.

- In February 1981, the Social Services Department conducted a neighbourhood survey of Mission residents. In excess of 100 households were interviewed.

- In September 1981, an open house was held in the community to discuss the draft Plan. Approximately 40 persons attended this meeting.

- In January 1982, 4th Street property owners were contacted regarding the more specific proposals for public street improvements.

- On March 22, 1982, Council gave first reading to the A.R.P.

- On June 22, 1982, Council amended the A.R.P., responding to certain issues raised at the March Public Hearing.

- On September 8, 1982, Council approved the General Land Use Redesignation proposed in the A.R.P.

- On October 4, 1982, Council gave formal approval to the A.R.P.

Amendments